

LEON COUNTY 2004 CONCURRENCY ANNUAL REPORT



(Woodville Highway at Oak Ridge Road)

Leon County Office of Growth and Environmental
Management

ROADWAY FACILITIES

Level of Service Standards

The adopted Level of Service (LOS) for individual roadways is a qualitative measure describing operational conditions within a traffic stream. The adopted LOS of a roadway, at the time of Comprehensive Plan adoption, was dependent on the location and classification of that roadway. The maximum service flow for each roadway at its adopted LOS is dependent on the prevailing roadway and traffic conditions for each County roadway segment. The County, unlike the City of Tallahassee, is unique in that three types of roadway classifications exist: Urban, Transitional, and Rural. Each type of roadway has unique characteristics that dictate maximum service flow at the adopted LOS. In addition to roadway conditions, traffic conditions such as vehicle types, lane distribution and directional distribution are influential factors in determining maximum service flow at the adopted LOS of a roadway. According to the Highway Capacity Manual (ed. 2000), the following Level of Service Standards are defined:

Level of Service A –The highest quality of traffic service, when motorists are able to travel at their desired speed.

Level of Service B –Similar to LOS A, although the presence of other vehicles becomes noticeable.

Level of Service C –The influence of increased traffic density becomes marked. The ability to maneuver within the traffic stream is affected by the presence of other vehicles.

Level of Service D –The traffic flow is unstable and the ability to maneuver is severely restricted due to traffic congestion. Travel speed is reduced by the increasing volume.

Level of Service E –The road is operating at or near the design capacity of the road. Disruptions in the traffic flow are not readily dissipated and regression to LOS F occurs frequently.

Level of Service F –The road is heavily congested with traffic demand exceeding the design capacity of the road.

The adoption of a maximum service volume is based on the lowest allowed level of service for the operation and maintenance of roadway facilities in a region.

Level of Service Designations for County Roadways

The Tallahassee/Leon County Comprehensive Plan (Transportation Element Policy 1.4.1) establishes the following peak hour levels of service for Tallahassee and Leon County:

<u>Outside the Urban Service Area</u>	<u>Level of Service</u>
Interstate, Limited Access Parkways:	B
Principal Arterials:	C
Minor Arterials:	C
Major and Minor Collectors:	C
Local Streets	D

<u>Inside the Urban Service Area North of U. S. 90</u>	<u>Level of Service</u>
Interstate, Limited Access Parkways:	C
Principal Arterials:	
Except Capital Circle NW From I-10 to SR 20	D**
Capital Circle NW from I-10 to SR 20	E
Minor Arterials:	D/E*
Major and Minor Collectors:	D
Local Streets	D

* For Minor Arterials, and Major and Minor Collectors located inside the Urban Services Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

** The Level of Service for Monroe Street from Gaines Street to Tennessee Street shall be "E."

Present Conditions

On the basis of the roadway and traffic criteria described above, and in accordance with the above standards for level of service (as of January 1, 2004), 184 segments had an adopted LOS C, twenty (20) had an adopted LOS D, and three (3) segments had an adopted LOS E. Of these 388 segments monitored in the Concurrency Management System, sixty-six (66) are operating at or below the adopted LOS in either the peak or non-peak direction. Twenty-three (23) of the 32 segments are operating below the adopted LOS or overcapacity based on existing traffic flow, i.e. machine traffic counts. The remaining forty-three (43) segments are operating at or below the adopted LOS due to the reservation of capacity associated with new projects or projects that are vested/exempted from the Comprehensive Plan. Available capacity is defined as the capacity of a road segment taking into consideration the existing traffic counts, the vested trips assigned to the segment, and the approved projects that would be using the segment. The current conditions of every road monitored in the Concurrency Management System are presented in Attachment #1. Attachment #2 identifies the segments that are operating at a deficiency status.

SOLID WASTE

The Concurrency Management System requires Solid Waste monitoring pursuant to Policy 1.4.2 of the Solid Waste Sub-Element of the Utilities Element of the Tallahassee - Leon County Comprehensive Plan. The level of service for solid waste is measured in pounds per capita per day and increased annually at a rate of .10 pounds per capita per day every year until 1997. In 1997, the annual rate decreased to .05 pounds per capita per day. For the year 2004, the solid waste LOS measure was 6.85 pounds per capita per day.

With the development of the Gum Road Transfer Station, the Leon County Concurrency Management System no longer analyzes the remaining capacity in the Leon County Landfill for new developments

approved in the County. Instead, the focus is on how much solid waste is expected to be produced for each new development. As of December 31, 2004, the amount of solid waste generated over the past year was 564,770,536 lbs (Attachment #3). This value includes the existing population of Tallahassee/Leon County, remaining unbuilt vested projects in the region, and the residential developments approved by both City of Tallahassee and Leon County growth management departments.

PARKS AND RECREATION

BOAT RAMPS

The County is responsible for the operation and maintenance of boat landings and water-related parks. The adopted level of service for boat ramps is 0.18 acres of boat ramps per 1,000 population. Like other public facilities, boat ramp capacity is reserved for the residential demands concerning existing, vested/exempted projects, and new projects. Boat ramp capacity has been reserved for all County and City residential demands. At the time of the Concurrency Management Ordinance adoption, there were 70 acres of available boat ramp capacity. However, as of January 2004, the available capacity had been reduced to 12.94 acres, a reduction of 57.06 acres of boat ramp capacity (Attachment #4). Although the available capacity has been reduced substantially, the remaining capacity is more than adequate to maintain the adopted LOS for the next five years.

AREAWIDE and COUNTYWIDE PARKS

The City is responsible for monitoring the adopted levels of service for area wide and countywide parks, excluding boat ramps. Area wide parks are located within the City limits and the demand is based on the Urban Services Area population. As of January 2005, the total acreage for recreational facilities is 2,228 acres. Sufficient capacity exists to meet the demands of the population for the next five years and beyond. A list of all recreational facilities maintained by Leon County Division of Parks and Recreation is provided in Attachment #5.

STORMWATER

The County has adopted a performance based level of service for stormwater, which is identified in Policy 1.5.2 of the Stormwater/Drainage Sub-Element of the Utilities Element of the Tallahassee-Leon County Comprehensive Plan. In order for the applicants' concurrency determination to meet the stormwater LOS, they must meet the permitting requirements of the Environmental Management Act.

POTABLE WATER

In general, on-site wells furnish County residents outside the Urban Services Area with potable water. With the City/County Water and Sewer agreement, certain County residents located within the Urban Service Area (USA) and within a County approved franchise area may, however, be required to connect to the City of Tallahassee or Talquin Electric Cooperative water systems.

According to City of Tallahassee Utilities estimates, sufficient potable water exists for development for the foreseeable future. Talquin Electric Cooperative has indicated that capacity for new development is

contingent upon the proximity of the development to existing water service. If it is deemed that capacity does not exist, Talquin will work with the developer to ensure the availability of water service.

SANITARY SEWER

The majority of County residents use on-site systems, i.e., septic tanks and package treatment plants, as the primary method of sewage treatment in the unincorporated area outside the Urban Services Area. Septic tanks are permitted by the Leon County Public Health Unit of the Florida Department of Health pursuant to the Florida Administrative Code. Furthermore, on-site systems must be in compliance with the provisions of the Comprehensive Plan. The Florida Department of Environmental Protection permits package treatment plants. With the Water and Sewer Agreement, certain County residents located within the USA may be required to use sanitary sewer, provided that service is available and there is adequate capacity available. Both the City of Tallahassee and Talquin Electric Cooperative provide sanitary sewer service to certain areas of the County established through County approval of franchise agreements.

According to City of Tallahassee Utilities estimates, sufficient sewer service exists for development for the foreseeable future. Talquin Electric Cooperative states that although some of the existing wastewater treatment facilities are reaching their design capacity, the current five (5) year improvement plan for these facilities will provide the necessary additional capacity to service existing and future development.

MASS TRANSIT

Mass transit service is provided to certain County residents located within the Urban Service Area. According to City estimates, the mass transit service meets the adopted LOS for mass transit. It is expected this standard will be maintained over the next five years.

SUMMARY

In this past year, the Board of County Commissioners made significant changes to the concurrency management system as a means to better address deficiencies and constraints on the roadways and provide additional mitigation options to continue or improve the rate of development in Leon County. Of these efforts, the most important ones are the 'sunsetting' of residential vested rights and the overhaul of the Leon County Concurrency Policies and Procedures Manual. Approximately 2800 vested trips associated with residential subdivisions were removed from the Concurrency Management System on January 1, 2004. The remaining vested trips associated with exempt non-residential project, statutorily vested projects (Killearn DRI, Fallschase, Westminster Oaks, etc.), and City of Tallahassee projects who maintained their vested status were distributed across the network to determine their impact to the Concurrency Management System. Due to the reservation of these remaining projects, there was no significant change in the number of segments that improved from a deficiency status to a facility operating above the adopted LOS standards. This is attributed to the updated information on the impacts associated with Fallschase and a more refined accounting of the number of exempt non-residential projects located within Leon County (2.4 million square feet; 1.5 million square feet is associated with Fallschase). Of the remaining non-residential square footage, a significant portion may be available to projects that have no intent to develop more or develop at the intensities afforded to them. Therefore, it may be beneficial to de-vest non-residential exempt projects similar to that of the City of Tallahassee.

On November 30, 2004, the Board of County Commissioners approved revisions and updates to the Leon County Concurrency Policies and Procedures Manual. This approval capped a year of analysis and review by staff to determine the significant changes needed to update the concurrency methodologies with current practice and provide additional mitigation strategies to facilitate the approval of developments located along or impacting constrained facilities. The culmination of this work was the development and approval of a pro rata share option in the concurrency manual that provides a "buy out" option for projects and a reliable funding source for necessary transportation improvements within the vicinity of substantial projects. While this mitigation strategy has yet to be implemented, the overall response from the development community and those involved in the update process has been positive. Staff is expecting to bring the first Development Agreement to the Board exercising this option later this spring.

Currently, the Concurrency Management System classifies 23 road segments as operating at an overcapacity status due the existing traffic counts or the sum of the existing counts and committed demand exceeding 120% of the adopted capacity. These roadway segments are portions of the major arterials and collectors that handle the majority of the traffic in the region and where potentially the strongest demand for development exists. As these segments and other segments become further constrained, the ability for development along these corridors is hampered without sufficient mitigation on behalf of the applicant. Therefore, it may be beneficial for the Board to convene a working group to discuss a means to address the traffic concerns along these corridors without substantially hurting development. While road expansion projects are the easiest means to address growing traffic congestion, these should be considered only short term fixes. In the meantime, the Leon County Concurrency Management System will continue to monitor and document the impacts of new developments and growth to County infrastructure.

Implementation of the Concurrency Management System requires ongoing monitoring and updating of the system to ensure accuracy of the current impacts to the available infrastructure and to provide due diligence in assessing the impacts of new developments to the system. However, the implementation of concurrency within Leon County is hampered by the duplicity of two systems relying on the same data and/or tracking similar impacts so that what happens in one municipality is not accurately reflected in the other. This yields an inaccurate assessment of the impacts to affected infrastructure. This assessment may lead to the approval of projects along infrastructure that may be constrained, thus further exacerbating the situation. To rectify this, staff recommends the Board examine some level 'functional' consolidation between City and County Concurrency Management Staff. This consolidation could consist of a dedicated server/directory in which the various programs and files associated with concurrency management are readily shared and a combined Concurrency Management System that lists all current and projected impacts to the system in the same location. These actions will correlate to a more efficient accounting of impacts to the system and will streamline the concurrency approval process for new projects.

Attachment #1

Transportation Impact Technical Analysis & Current Conditions Map

The 2004 Concurrency Annual Report-Transportation Section provides a detailed accounting of how the roads tracked by the Leon County Concurrency Management System (minor collectors and higher) as compared to the Level of Service (LOS) Standards established by the Tallahassee/Leon County Comprehensive Plan. To determine if a road segment is operating at or above standards, the sum of the annual traffic counts, total vested demand on the segment, and committed demand is compared to the adopted capacity for the road in the peak hour and peak direction. As required by the Highway Capacity Manual 2000 ed., the adopted capacity of a road is a function of transportation variables associated to the operation of the road segment (i.e. free flow speed, number of lanes, amount of green time, etc.) being analyzed. This information is entered into various computer programs, which one is utilized by the Florida Department of Transportation (FDOT). Additional analysis of signalized road segments consists of entering verified Turn Movement Counts and signal operations, as provided by City of Tallahassee Traffic Engineering, into another computer program that provides the operational LOS of the intersection. This allows for greater detail in determining how a project applying for concurrency determination will impact the system.

A concurrency determination for a project consists of determining if available capacity exists for the project and if the project constitutes a significant impact to the Concurrency Management System. To facilitate in making this determination, the Leon County Concurrency Management System establishes the 1% and 5% thresholds. The 1% threshold is the deminimus requirement established by Florida law. This threshold states that if a road is overcapacity, a project will be considered concurrent provided the impact does not exceed 1% of the available capacity adopted for the road. Deminimus was established by Florida law to allow for the permitting of a single-family home no matter how constrained a road may become. The 5 % threshold is the significant impact threshold for roads that are not considered to be overcapacity. If a development is projected to exceed this threshold for a road segment, the development is considered to be adding more vehicles than the system can handle at a particular time. While exceeding this threshold does not deny concurrency for a project, it does require that the development be phased over a period of time to allow for a gradual increase to the level demand on that road. A road is considered to be overcapacity and held to the 1% deminimus threshold when it is determined that the existing traffic counts (obtained annually) exceeds the adopted capacity for the road or when the sum of the existing traffic counts, vested trips, and committed trips exceeds 120% of the adopted capacity. A value of 120% of the adopted capacity is used to take into consideration the inherent uncertainty in forecasting impacts from a development under future conditions. Attachment #2 is the listing of every road segment in the Concurrency Management System, adopted capacity, and relevant demand information.

The 2004 Concurrency Annual Report Current Conditions Map is a visual display of the information provided in attachment #2. Roads that are identified that are "Operating Above LOS Standards" (green) are those roads identified in the Concurrency

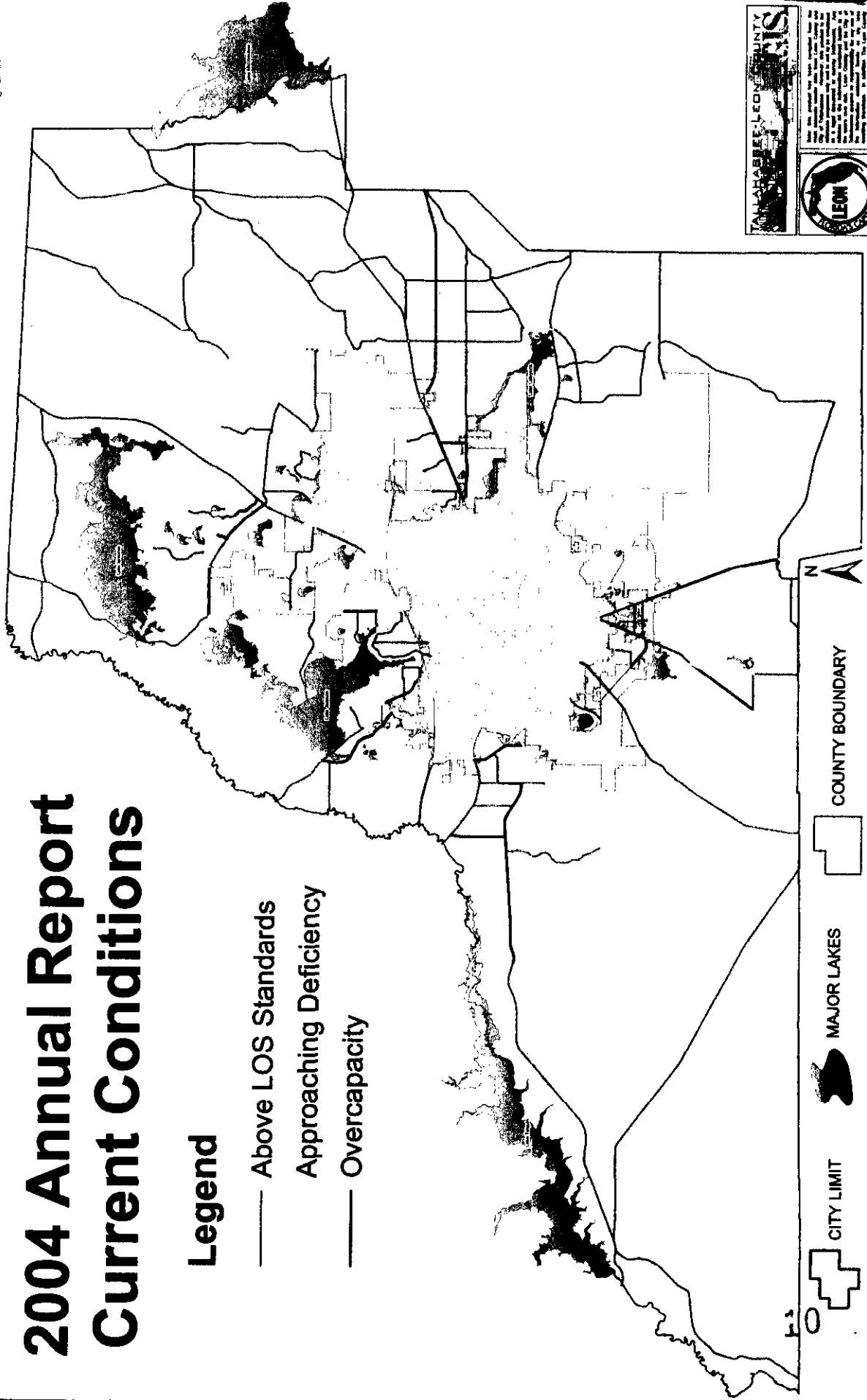
Management System that have sufficient capacity to handle any sized development. Roads operating "Approaching Deficiency" (yellow) are roads that are recognized to be deficient in some way. The difference between the sum of the traffic counts, vested demand, and committed demand and the adopted capacity is 50 trips or lower but the level of demand does not exceed the 120% of capacity as explained above. These roads are still held to the 5% threshold for concurrency determinations but are identified to be under a cautionary status which requires a more detailed review of the projected impacts from a development. Roads identified to be "Overcapacity" (red) are those roads that are held to the 1% deminimus due to the existing traffic counts exceeding the adopted capacity or the sum of existing traffic counts, vested demand, and committed demand exceeding 120% of the available capacity.

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2004 Annual Report Current Conditions

Legend

- Above LOS Standards
- Approaching Deficiency
- Overcapacity



Attachment #2 Concurrency Management System
Transportation Impacts

Highlighted segments are those segments that are identified as operating at or below the adopted LOS standards and colored yellow or red (**bold**) on the previous attachment.

Seg#	PD? Road	Segment	A	D	O	P	Maximum Service Flow	1% of Capacity at Adopted LOS	Actual LOS	2004 Est. Pm. Pk Improve.	Committed Demand from Approved Projects	Total Committed Demand	Total Available Capacity	Max # of Trips Which Can Be Added & Meet Demand Cap	# of Trips to Reach Segment A Pk Dir One-Capacity Concurrent	Max # of Trips Which Can Be Added & Meet Demand Cap	% of Trips to Reach Segment A Pk Dir One-Capacity Concurrent
COUNTY ROAD DATA																	
Seg#																	
Seg#																	
90000	PD	Annon Church Road	Sullivan to Blountstown	NB	D	218	2	11	59	1.10	65	3	26	94	124	124	194
90001	PD	Annon Church Road	Blountstown to Sullivan	NB	D	590	6	30	87	1.10	96	7	0	7	103	487	605
Seg#																	
Seg#																	
90100	PD	Annon Church Road	Blountstown to Gum	NB	D	590	5	23	184	1.10	202	14	195	210	412	32	38
Seg#																	
Seg#																	
90101	PD	Annon Church Road	Gum to Blountstown	NB	D	253	5	21	110	208	7	159	166	454	211	3	Y
Seg#																	
90102	PD	Annon Church Road	Gum to Tennessee	NB	D	471	5	24	168	1.10	185	12	192	204	389	82	368
Seg#																	
90103	PD	Annon Church Road	Tennessee to Gum	NB	D	630	6	32	213	1.10	234	0	123	123	357	213	522
Seg#																	
90104	PD	Apalachee Parkway	Conner Ext to Williams Road	EB	D	2440	24	122	1276	1.11	1416	67	517	584	2001	439	1444
Seg#																	
90105	PD	Apalachee Parkway	Williams Road to Conner Ext	NB	D	1970	20	99	507	1.11	553	111	227	338	901	1069	1690
Seg#																	
90200	PD	Apalachee Parkway	Williams Road to Chaires	EB	D	3035	30	152	1039	1.11	1153	54	365	419	1572	1463	2435
Seg#																	
90201	PD	Apalachee Parkway	Chaires to Williams Rd	NB	D	1280	13	63	379	1.11	421	23	205	228	649	611	1068
Seg#																	
90250	PD	Apalachee Parkway	Chaires to Jefferson County	EB	C	2720	27	136	438	1.11	486	15	1	16	502	2218	2763
Seg#																	
90251	PD	Apalachee Parkway	Jefferson County to Chaires	NB	C	2129	21	106	164	1.11	182	1	9	10	192	1937	2372
Seg#																	
90300	PD	Arendell Way	Mahan to Miccosukee	NB	D	324	3	16	7	0.99	7	0	217	217	224	100	382
Seg#																	
90301	PD	Arendell Way	Miccosukee to Mahan	NB	D	324	3	16	22	0.99	22	0	38	38	60	264	367
Seg#																	
90350	PD	Balkin Rd	Capital Circle to Ballard	EB	D	350	4	18	54	1.11	60	0	17	17	77	273	360
Seg#																	
90351	PD	Balkin Rd	Ballard to Capital Circle	NB	D	324	3	16	103	1.11	114	0	25	25	139	185	274
Seg#																	
90400	PD	Ballard Rd	Balkin to Rainbow	NB	D	450	5	23	65	1.11	72	0	19	19	91	359	468
Seg#																	
90401	PD	Ballard Rd	Rainbow to Balkin	NB	D	324	3	16	88	1.11	98	0	111	111	209	115	291
Seg#																	
90402	PD	Bannerman Road	Meridian to Bull Headley	EB	D	1434	14	63	72	1.06	218	12	638	887	517	517	517
Seg#																	
90451	PD	Bannerman Road	Bull Headley to Meridian	NB	D	341	3	16	351	1.06	372	10	12	22	384	-53	3
Seg#																	
90500	PD	Bannerman Road	Bull Headley to Testesta Rd	EB	D	1081	11	54	329	1.04	342	35	344	379	721	360	920
Seg#																	
90501	PD	Bannerman Road	Testesta Rd to Bull Headley	NB	D	918	9	46	594	1.04	607	54	75	129	736	182	440
Seg#																	
90550	PD	Bannerman Road	Testesta Rd to Thomasville	NB	D	1230	12	62	506	1.04	506	65	394	449	975	255	869
Seg#																	
90551	PD	Bannerman Road	Thomasville to Testesta	NB	D	694	7	1083	1.04	1112	70	844	852	2004	-1110	7	357
Seg#																	
90600	PD	Banneau Road	Blountstown to Tennessee	NB	D	341	3	17	77	1.10	85	0	0	0	85	256	325

Highlighted segments are those segments that are identified as operating at or below the adopted LOS standards and colored yellow or red (**bold**) on the previous attachment.

Segment	Seg#	Pt#	Road	Dir	S	Dir	O	Maximum Service Flow ("Capacity")	1% of Flow at Adopted LOS	Capacity at LOS	Actual Pm. at LOS	2004 Pm. at LOS	Est. Shift Factor	Improve.	Total Available Capacity	Demand Capacity	Concurrency	Concurrent Demand	# of Trips Which Can Be Added & Meet Demand	Trips to Reach 120% One-Cap Percent	Max # of Trips Which Can Be Added & Meet Demand	Is a Pt. Dir	
Tennessee to Blountstown	Seg#	90601	PID	Banneau Road	D	S	B	SB	D	341	3	17	96	1.10	106	0	0	106	235	235	304		
Jackson to Wadesboro	Seg#	90650	PID	Baum Rd	D	S	B	NB	C	420	4	21	74	0.98	73	4	260	284	357	63	63	427	
Wadesboro to Jackson	Seg#	90651	PID	Baum Rd	D	S	B	SB	C	341	3	17	72	0.99	71	2	176	178	249	92	92	336	
Vadesboro to 90 East	Seg#	90700	PID	Baum Rd	D	S	B	NB	C	341	3	17	51	0.99	50	3	209	212	283	78	78	355	
90 East to Wadesboro	Seg#	90701	PID	Baum Rd	D	S	B	SB	C	210	2	11	19	0.99	19	6	63	74	93	117	117	227	
90 East to Miccosukee	Seg#	90750	PID	Baum Rd	D	S	B	NB	C	341	3	17	51	0.99	50	0	126	126	176	105	105	359	
Miccosukee to 90 East	Seg#	90751	PID	Baum Rd	D	S	B	SB	C	341	3	17	19	0.99	19	0	0	0	19	322	322	390	
Jackson St to Buck Lake	Seg#	90800	PID	Benjamin Charles Rd	D	S	B	NB	C	335	3	17	45	0.92	41	6	83	89	130	205	205	355	
Buck Lake to Jackson St	Seg#	90801	PID	Benjamin Charles Rd	D	S	B	SB	C	335	3	17	19	0.92	17	0	28	28	45	290	290	385	
Blountstown Highway	Seg#	90850	PID	Blountstown Highway	D	S	B	EB	C	570	6	29	222	1.10	244	0	0	0	244	326	326	440	
Smith Creek to Liberty County	Seg#	90851	PID	Blountstown Highway	D	S	B	WB	C	640	6	32	262	1.10	277	9	5	14	291	349	349	482	
Smith Creek to Ben Shoutamire	Seg#	90900	PID	Blountstown Highway	D	S	B	EB	C	400	4	20	147	1.10	162	0	0	0	162	238	238	318	
Ben Shoutamire to Smith Creek	Seg#	90901	PID	Blountstown Highway	D	S	B	WB	C	1020	10	51	373	1.10	410	10	6	16	426	594	594	804	
Ben Shoutamire to William's Landing	Seg#	90950	PID	Blountstown Highway	D	S	B	EB	C	520	5	26	228	1.10	251	7	43	50	301	219	219	366	
William's Landing to Ben Shoutamire	Seg#	90951	PID	Blountstown Highway	D	S	B	WB	C	950	10	48	415	1.10	457	11	165	176	633	317	317	672	
William's Landing to Coe's Landing	Seg#	91000	PID	Blountstown Highway	D	S	B	EB	C	320	3	16	179	1.01	181	17	43	60	241	79	79	186	
Coe's Larding to William's Landing	Seg#	91001	PID	Blountstown Highway	D	S	B	WB	C	1060	11	53	545	1.01	550	39	176	215	786	294	294	682	
Blountstown Highway	Seg#	91050	PID	Blountstown Highway	D	S	B	EB	C	1317	13	65	364	1.05	341	8	61	61	395	937	937	1233	
Blenton Church to Coe's Landing	Seg#	91061	PID	Blountstown Highway	D	S	B	WB	C	770	8	36	315	1.05	311	8	303	311	422	452	452	5	
Blenton Church to Capital Circle	Seg#	91100	PID	Blountstown Highway	D	S	B	EB	D	945	9	47	401	1.10	441	34	61	65	537	408	408	658	
Capital Circle to Aaron Church	Seg#	91101	PID	Blountstown Highway	D	S	B	WB	D	1062	11	53	864	1.01	873	84	353	353	1309	247	247	318	
SR 20 to National Forest Rt 367	Seg#	91150	PID	Bloxham Cutoff	D	S	B	EB	C	390	4	20	97	1.10	107	2	0	2	109	281	281	359	
National Forest Rt 367 to SR 20	Seg#	91151	PID	Bloxham Cutoff	D	S	B	WB	C	341	3	17	86	1.10	95	0	0	0	95	246	246	315	
National Forest Rt 367 to Wakulla Co	Seg#	91200	PID	Bloxham Cutoff	D	S	B	EB	C	220	2	11	48	1.10	53	0	0	0	53	167	167	211	
Wakulla Co to National Forest Rt 367	Seg#	91201	PID	Bradfordville Road	D	S	B	WB	C	390	4	20	87	1.10	96	0	0	0	96	294	294	372	
Thomasville to Pisgah Church	Seg#	91250	PID	Bradfordville Road	D	S	B	EB	D	750	8	38	339	0.92	312	105	274	379	691	59	59	483	
Pisgah Church to Thomasville	Seg#	91251	PID	Bradfordville Road	D	S	B	WB	D	1244	12	62	372	0.92	342	60	537	597	939	305	305	1091	
Centerville to Pisgah	Seg#	91300	PID	Bradfordville Road	D	S	B	NB	C	650	7	33	259	0.92	238	5	251	256	495	155	155	536	

Highlighted segments are those segments that are identified as operating at or below the adopted LOS standards and colored yellow or red (bold) on the previous attachment.

Seq#	PD#	Road	Segment	Estimated Existing										Committed									
				P	O	T	Y	Maximum Service Flow (Capacity)	1% of Capacity at Adopted LOS	5% of Capacity at Adopted LOS	Actual LOS	Pm. Pk Est. Vol.	Hr. Dir. Shift Factor	Existing Pm. Pk Improve.	Hr. Dir. Vol.	Approved Concurrence	Committed from Approved Projects	Total Committed Demand	Total Available Capacity	Demand Meet Concurrency	Max # of Trips to Which Can Be Reached & Meet Demand Cap	% of Trips to Which Can Be Reached & Meet Demand Cap	
91301	PD	Buck Lake Road	Pisgah to Centerville	SB	C	318	3	16	166	0.92	153	6	146	151	303	15	16	224					
Seq#				EB	D	1573	16	79	792	0.92	729	17	806	823	1552	21	79	1142					
91302	PD	Buck Lake Road	Mahan to Fallchase	WB	D	629	6	31	367	0.92	338	3	296	299	637	8	31	414					
Seq#				EB	D	1143	15	77	367	0.92	338	8	239	239	740	1483	205	8	65	Y			
91303	PD	Buck Lake Road	Fallchase to Pedrick	WB	D	553	6	27	762	0.92	729	8	746	740	1483	205	8	65	Y				
Seq#				EB	D	1143	15	77	367	0.92	338	8	239	239	740	1483	205	8	65	Y			
91304	PD	Buck Lake Road	Pedrick to Fallchase	WB	D	553	6	27	762	0.92	729	8	746	740	1483	205	8	65	Y				
Seq#				EB	D	1170	12	59	539	1.01	544	5	340	345	889	281	855						
91401	PD	Buck Lake Road	Pedrick to Hill -& Date	WB	D	1051	11	53	191	1.01	193	2	268	270	463	588	588	1066					
Seq#				EB	C	512	5	26	132	0.92	121	1	195	196	317	195	195	492					
91450	PD	Buck Lake Road	Hill -& Date to Chaires Cross	WB	C	630	6	32	207	0.92	190	2	181	183	373	257	257	564					
Seq#				EB	C	650	7	33	220	0.92	202	0	80	80	282	368	368	578					
91500	PD	Buck Lake Road	Chaires Cross to Benjamin Chaires	WB	C	512	5	26	85	0.92	78	0	71	71	149	363	363	536					
Seq#				EB	C	341	3	17	155	0.92	143	0	56	56	199	142	142	267					
91551	PD	Buck Lake Road	Benjamin Chaires to Chaires Cross	WB	C	210	2	11	40	0.92	37	0	46	46	83	127	127	215					
Seq#				EB	C	850	9	43	430	1.06	436	18	487	515	971	-121	43	546					
91600	PD	Bull Headley Rd	Bannerman to Lloyd Cove Rd	SB	D	796	8	39	260	1.05	212	8	182	200	442	374	374	723					
Seq#				EB	D	808	8	40	846	1.10	711	17	248	265	976	-188	40	242					
91651	PD	Capital Circle	Woodville to Crawfordville	WB	D	1171	12	59	556	1.10	612	72	0	72	884	487	487	722					
Seq#				EB	D	550	8	32	381	1.10	419	9	9	9	428	202	202	322					
91700	PD	Capital Circle	Crawfordville to Bellville	NW	D	427	4	10	419	1.10	419	9	9	9	428	202	202	322					
Seq#				EB	D	427	4	10	419	1.10	419	9	9	9	428	202	202	322					
91701	PD	Capital Circle	Bellville to Crawfordville	SE	D	427	4	10	419	1.10	419	9	9	9	428	202	202	322					
Seq#				EB	D	285	10	138	138	1.10	1494	71	611	742	2256	-1287	10	402	Y				
91750	PD	Capital Circle	Blountstown to Tennessee	NB	D	1117	11	56	581	1.10	639	-22	0	22	661	456	456	679					
Seq#				EB	D	1221	12	61	842	1.10	926	16	615	631	1657	-336	61	523					
91800	PD	Capital Circle	I-10 to Fred George	NB	D	1430	14	72	714	1.10	785	4	618	622	1407	23	72	927					
Seq#				EB	D	1038	10	52	610	1.10	681	10	0	0	901	137	137	345					
91851	PD	Capital Circle	Fred George to I-10	NB	D	963	10	38	386	1.10	1085	14	443	457	1541	-588	19	45	Y				
Seq#				EB	D	940	4	42	411	1.10	582	61	44	95	667	183	183	345					
91850	PD	Capital Circle	Tennessee to Blountstown	SB	D	427	4	10	419	1.10	419	71	611	742	2256	-1287	10	402	Y				
Seq#				EB	D	1117	11	56	581	1.10	639	-22	0	22	661	456	456	679					
91851	PD	Capital Circle	Old Bainbridge to North Monroe	NB	D	1117	11	56	581	1.10	639	-22	0	22	661	456	456	679					
Seq#				EB	D	1221	12	61	842	1.10	926	16	615	631	1657	-336	61	523					
91850	PD	Capital Circle	Fred George to Old Bainbridge	NB	D	1430	14	72	714	1.10	785	4	618	622	1407	23	72	927					
Seq#				EB	D	373	3	44	471	1.10	518	11	0	0	11	529	344	344	518				
Seq#				EB	C	660	7	33	140	0.92	129	4	24	28	157	503	503	659					

Attachment 8

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Seq#	Pd#	Road	Segment	Dr	S	Maximum Service Flow	1% of Capacity at Adopted LOS	Actual Pm. Pk. Improve. at LOS	Est. Pm. Pk. Improve. at LOS	Total Committed Projects	Demand from Exempt & Vested Projects	Committed Demand from Approved Concurrency Projects	Demand from Approved Concurrency Projects	Total Available Capacity	Demand Capacity	Demand Capacity	# of Trips to Which Can Be Added & Meet Currency Cap	Is Segment a Pk Dir One-Cap Percent
91951		Capitola Road	Jefferson County to Capitola	WB	C	210	2	11	46	0.32	42	0	9	9	51	159	159	210
Seq#	92000	PID Cap Tram Rd	Apalachee Rwy to Capitola	NB	C	341	3	17	140	0.32	129	62	65	117	246	95	95	228
Seq#	92001	Cap Tram Rd	Capitola to Apalachee Hwy	SB	C	341	3	17	46	0.32	42	0	109	109	151	190	190	367
Seq#	92050	PID Centerville Road	Plemitco to Bradfordville	NB	D	1230	12	62	709	1.00	709	7	236	243	852	278	278	780
Seq#	92051	Centerville Road	Bradfordville to Plemitco	SB	D	441	4	22	249	1.00	249	34	219	253	502	61	61	246
Seq#	92100	PID Centerville Road	Bradfordville to Pisgah	NB	C	750	8	40	202	0.92	186	1	22	23	209	581	581	761
Seq#	92101	Centerville Road	Pisgah to Bradfordville	SB	C	280	3	14	72	0.92	66	30	112	142	208	72	72	240
Seq#	92150	PID Centerville Road	Pisgah to Proctor	NB	C	850	8	42	140	1.05	147	41	44	55	202	628	628	638
Seq#	92151	Centerville Road	Proctor to Pisgah	SB	C	350	4	18	58	1.05	61	7	337	344	405	55	55	352
Seq#	92200	PID Centerville Road	Proctor to Moccasin Gap	NB	C	830	8	42	152	1.08	164	1	33	34	198	632	632	831
Seq#	92201	Centerville Road	Moccasin Gap to Proctor	SB	C	350	4	18	64	1.08	69	0	2	2	71	279	279	351
Seq#	92250	PID Centerville Road (Dir)	Moccasin Gap to County Line N	NB	C	910	9	46	15	1.08	16	1	9	10	26	884	884	1075
Seq#	92251	Centerville Road (Dir)	County Line N to Moccasin Gap	SB	C	240	2	12	4	1.08	4	0	0	0	4	236	236	284
Seq#	92300	PID Charles Crossroads	U.S. 27 to Jackson Street	NB	C	640	6	32	407	0.99	403	27	565	592	995	395	395	398
Seq#	92301	Charles Crossroads	Jackson Street to U.S. 27	SB	C	1009	10	50	238	0.99	236	7	109	116	352	657	657	668
Seq#	92350	Charles Crossroads	Jackson to Buck Lake	NB	C	512	5	26	239	0.92	220	7	200	207	427	85	85	398
Seq#	92351	PID Charles Crossroads	Buck Lake to Jackson	SB	C	520	5	26	283	0.92	260	2	31	33	293	227	227	382
Seq#	92400	Charles Crossroads	Buck Lake to Mahan	NB	C	469	5	23	184	0.96	177	5	182	187	363	106	106	381
Seq#	92401	PID Charles Crossroads	Mahan to Buck Lake	SB	C	512	5	26	261	0.96	251	4	31	35	285	227	227	390
Seq#	92450	County Rd 12 (Fairbanks)	Ochlockonee River to Meridian	EB	C	341	3	17	90	0.99	89	0	0	0	89	252	252	320
Seq#	92451	PID County Rd 12 (Fairbanks)	Meridian to Ochlockonee River	WB	C	610	6	31	133	0.99	132	3	0	3	135	475	475	597
Seq#	92500	County Rd 12 (lamonia)	Meridian to Beadie	EB	C	410	4	21	27	0.99	27	0	90	90	117	293	293	465
Seq#	92501	PID County Rd 12 (lamonia)	Beadie to Meridian	WB	C	341	3	17	39	0.99	39	0	29	29	68	273	273	371
Seq#	92550	County Rd 12 (lamonia)	Beadie to Thomasville	EB	C	379	4	19	48	0.92	44	1	94	95	139	240	240	410
Seq#	92600	Crawfordville Road	Wakulla Co. to Oak Ridge Rd	NB	C	350	4	26	57	0.92	52	2	52	54	106	414	414	570
Seq#	92601	PID Crawfordville Road	Oak Ridge Rd to Wakulla Co.	SB	C	760	8	38	681	1.11	756	24	19	43	799	-39	38	132

Attachment #

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Seq#	PD#	Road	Segment	Actual			2004			Est.			Estimated			Committed			Committed			Max # of Trips Which Can Be Added & Meet Demand		
				T.	O.	P.	L.	O.	P.	Hr. Dr. Vol.	Hr. Dr. Shift	Vial.	Adopt.	Adopt.	LOS	LOS	Hr. Dr. Vol.	Approv.	Concurrency	From Approved Projects	Total Corr.	Total Corr.	Total Available Capacity	Segment a Pk. Dir. One-Percenter?
Seq#	Dempsey Mayo Road	Miccosukee to Mahan	SB D	341	3	17	155	0.99	153	16	12	28	182	159	159	239								
Seq#	Edenfield Road	Mahan to Miccosukee	NB D	341	3	17	52	0.99	51	0	72	72	123	218	218	358								
Seq#	Edenfield Road	Miccosukee to Mahan	SB D	341	3	17	68	0.99	67	2	0	2	69	272	272	340								
Seq#	Elgin Road	Wakulla County to Woodville Hwy	NE C	341	3	17	42	1.11	47	6	8	14	61	280	280	357								
Seq#	Elgin Road	Woodville Hwy to Wakulla County	SW C	520	5	26	73	1.11	81	11	46	57	138	382	382	532								
Seq#	Forward Pass Trail	Pimlico to Whiraway	NB D	325	3	16	31	0.92	29	0	28	28	57	268	268	361								
Seq#	Forward Pass Trail	Whiraway to Pimlico	SB D	325	3	16	11	0.92	10	0	0	0	10	315	315	380								
Seq#	Fred George	Capital Circle to Mission	EB D	566	6	39	225	1.05	236	6	386	401	637	411	411	30	474							
Seq#	Fred George	Mission to Capital Circle	WB D	684	7	34	317	1.05	333	3	250	253	588	98	98	485								
Seq#	Fuller Rd	Doris to Livingston	EB D	563	6	28	20	1.05	21	0	0	0	21	542	542	655								
Seq#	Fuller Rd	Livingston to Doris	WB D	329	3	16	10	1.05	11	0	0	0	0	11	319	319	384							
Seq#	Gearhart Rd	Capital Crt to Mission	EB D	344	3	17	146	1.10	161	6	250	256	417	-73	-73	17	246							
Seq#	Gearhart Rd	Mission to Capital Circle	WB D	341	3	17	165	1.10	182	6	304	110	292	48	48	48	222							
Seq#	Gefford Road	Blountstown to Tennessee	NB D	341	3	17	226	1.10	261	2	344	344	346	517	517	517								
Seq#	Gefford Road	Tennessee to Blountstown	SB D	341	3	17	335	1.10	369	3	374	374	374	531	531	531								
Seq#	PD Greenville	Pisgah to Proctor	NB C	341	3	17	42	1.06	45	0	0	0	45	296	296	364								
Seq#	Greenville	Proctor to Pisgah	SB C	341	3	17	12	1.08	13	0	0	0	0	13	328	328	396							
Seq#	Gum Rd	Aenor Church to Capital Cr.	EB D	335	3	17	23	1.10	25	1	1	2	27	308	308	376								
Seq#	Gum Rd	Capital Cr. to Aenor Church	WB D	335	3	17	64	1.10	70	12	1	13	63	252	252	320								
Seq#	Interstate 10	Gadsden County to Capital Circle	EB C	2570	26	129	2061	1.00	2061	25	0	25	2086	484	484	998								
Seq#	Interstate 10	Capital Circle to Gadsden County	WB C	2570	26	129	1716	1.00	1716	17	13	30	1746	824	824	1351								
Seq#	Interstate 10	90 East to Jefferson County	EB C	2570	26	129	1350	1.00	1350	0	158	158	1508	1062	1062	1734								
Seq#	Interstate 10	Jefferson County to 90 East	WB C	2570	26	129	1116	1.00	1116	0	0	0	1116	1454	1454	1968								
Seq#	Jackson Street	Chaires to Benjamin Chaires	EB C	710	7	36	249	1.05	261	9	365	374	635	75	75	582								
Seq#	Jackson Street	Benjamin Chaires to Chaires	WB C	341	3	17	79	1.05	83	0	86	86	169	172	172	326								
Seq#	Kinney Drive	Thomasville to Deatsville	NB D	341	3	17	851	1.06	850	4	226	224	924	3	3	218								
Seq#	Kinney Drive	Deatsville to Thomasville	SB D	648	8	32	226	1.06	233	6	294	292	584	64	64	478								
Seq#	Lake Bradford Road (SW)	Capital Circle to Orange	NB D	558	6	28	134	1.10	147	6	60	66	213	345	345	516								

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A	D	O	P	Maximum Service Flow	T.	1% of Capacity at Adopted LOS	5% of Capacity at Adopted LOS	Actual 2004 Pm. Pk. Vol.	Est. Pm. Pk. Improve.	Hr. Dir. Shift Factor	Committed Demand from Approved Concurrency Projects	Total Committed Demand	Max # of Trips Which Can Be Added & Meet Demand	# of Trips to Reach 120% One-Cap Percenter?				
Seg#	PD#	Road	Segment	Dir	S	Dir	O	Dir	Dir.	Vol.	Exempt & Vested Projects	Total Available Capacity	Demand Capacity	Concurrency				
93851	Lake Bradford Road (SW)	Orange to Capital Circle	SB	D	636	6	32	105	110	116	2	51	169	468	468	646		
Seg#	PD	Lake Shore, E	Mendian to Sharer Rd	NW	D	840	8	42	213	1.05	224	1	67	68	292	548	548	783
94001	Lake Shore, E	Sharer Rd to Mendian	SE	D	659	7	33	102	1.05	107	1	50	51	158	511	511	695	
94050	Lake Shore, N	Monroe to Sharer Rd	NE	D	820	8	41	57	1.05	60	0	51	51	111	709	709	924	
94051	PD	Lake Shore, N	Sharer Rd to Monroe	SW	D	347	3	17	102	1.05	107	1	53	54	161	186	186	308
94100	Livingston Rd	Fuller to Monroe	NB	D	525	5	26	23	1.05	24	0	0	0	24	501	501	606	
94101	PD	Livingston Rd	Monroe to Fuller	SB	D	625	6	31	52	1.05	55	0	0	0	55	570	570	695
94150	Lorrie Rd	Dempsey Mayo to Miccosukee	NB	D	341	3	17	27	0.92	25	0	156	156	181	160	160	384	
94151	PD	Lorrie Rd	Miccosukee to Dempsey Mayo	SB	D	341	3	17	31	0.92	29	0	116	116	145	196	196	381
94200	PD	Louvinia	Williams Rd to Louvinia Ct	NB	C	590	6	30	59	1.05	72	0	20	20	92	498	498	636
94201	Louvinia	Louvinia Ct to Williams Rd	SB	C	341	3	17	53	1.05	56	0	0	0	56	285	285	354	
94250	Louvinia	Louvinia Ct to Old St. Augustine	NB	C	350	4	18	96	1.05	101	0	19	19	120	230	230	319	
94251	PD	Louvinia	Old St. Augustine to Louvinia Ct	SB	C	670	7	34	181	1.05	190	0	0	0	190	480	480	614
94300	Lorvina	Old St. Augustine to US 27	NB	C	332	3	17	106	0.96	102	0	0	0	102	230	230	297	
94301	PD	Lorvina	US 27 to Old St. Augustine	SB	C	570	7	34	263	0.96	252	0	0	0	252	418	418	552
94350	Meridian Rd	Meridian to Bobbin Brook	EB	D	370	4	19	160	1.05	168	3	8	11	179	191	191	273	
94351	PD	Meridian Rd	Bobbin Brook to Meridian	WB	D	477	5	24	282	1.05	286	8	308	317	613	-136	24	297
94400	PD	Meridian Road	Lake Shore to Timberlane	NB	D	1240	12	62	1084	0.99	1073	7	866	613	1688	-466	62	408
94401	Meridian Road	Timberlane to Lake Shore	SB	D	360	4	539	598	534	1	17	18	552	-162	4	-103		
94450	PD	Meridian Road	Timberlane to Macdary	NB	D	685	7	707	699	700	7	714	711	1411	-726	7	115	
94451	Meridian Road	Macdary to Timberlane	SB	D	1219	12	61	345	0.99	342	3	96	98	438	704	704	1121	
94500	PD	Meridian Road	Or Bottom to Bannerman	NB	D	750	8	38	576	0.99	572	9	677	677	1249	-498	38	328
94501	Meridian Road	Bannerman to Or Bottom	SB	D	310	3	16	233	0.99	231	9	25	25	256	54	54	141	
94550	PD	Meridian Road	Bannerman to Orchard Pond	NB	D	740	7	37	184	0.99	182	14	0	14	196	544	544	692
94551	Meridian Road	Orchard Pond to Bannerman	SB	D	360	4	18	90	0.99	89	10	144	154	243	117	117	333	
94600	PD	Meridian Road	Orchard Pond to Georgia	NB	C	500	5	25	107	0.99	106	10	44	54	160	340	340	484
94601	Meridian Road	Georgia to Orchard Pond	SB	C	320	3	16	69	0.99	68	6	0	6	74	246	246	310	
94650	PD	Meridian Road	Fleischmann to Dempsey Mayo	EB	D	741	7	37	476	1.08	514	14	615	629	1143	-402	37	361

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A	D	O	P	M	T	Service	1% of (Capacity) at Adopted Dir	Actual Capacity at Adopt. S	2004 Pm. Pk Improve.	Est. Hr. Dir. Shift Vol.	Committed Demand from Approved Concurrency Projects Improve.	Total Committed Demand	Total Available Capacity	# of Trips to Which Can Be Added & Meet Demand Cap	Max # of Trips to Segment a Pk Dir One- Percenter?		
Seg#	PD?	Road	Segment			Dir	LOS	VOL	Factor								
95326	PD	Old Ridge Road	Traffic to Woodville Hwy	WB	C	536	5	27	90	1.11	100	0	0	100	436	543	
Seg#																	
95350	PD	Old Bainbridge	Stone to Fred George	NW	D	885	9	44	603	1.05	633	55	408	454	1087	212	44
Seg#																	
95351		Old Bainbridge	Fred George to Stone	SE	D	1262	13	63	430	1.05	452	23	307	330	761	481	1040
Seg#																	
95401	PD	Old Bainbridge	Fred George to Capital Circle	NW	D	202	3	20	571	1.05	600	2	253	345	445	3	240
Seg#																	
95401	PD	Old Bainbridge	Capital Circle to Fred George	SE	D	734	2	37	213	1.05	224	1	204	282	393	242	653
Seg#																	
95450	PD	Old Bainbridge	Monroe to Lake Jackson Landing	NB	C	660	6	50	524	1.10	576	58	403	415	894	44	87
Seg#																	
95451	PD	Old Bainbridge	Lake Jackson Landing to Monroe	SB	C	364	4	13	216	1.10	238	5	72	73	311	53	188
Seg#																	
95500	PD	Old Bainbridge	Lake Jackson Landing to Gadsden	NB	C	710	7	36	293	1.05	308	12	401	414	722	-12	36
Seg#																	
95501		Old Bainbridge	Gadsden to Lake Jackson Landing	SB	C	260	3	13	106	1.05	113	1	63	64	177	83	198
Seg#																	
95550	PD	Old Magnolia Road (Dirt)	U.S. 90 to T.S. Green	NB	C	341	3	17	61	1.08	66	5	0	5	71	270	338
Seg#																	
95551		Old Magnolia Road (Dirt)	T.S. Green to US 90	SB	C	341	3	17	27	0.99	27	5	0	5	32	309	377
Seg#																	
95600		Old Plank	Natural Bridge to Tram Rd	NB	C	341	3	17	46	1.05	48	3	25	28	76	265	358
Seg#																	
95601	PD	Old Plank	Tram Rd to Natural Bridge	SB	C	341	3	17	82	1.11	91	9	85	94	185	156	309
Seg#																	
95650	PD	Old St. Augustine	Southwood to Williams	EB	D	341	3	17	237	1.05	249	42	203	245	494	153	17
Seg#																	
95651	PD	Old St. Augustine	Williams to Southwood	WB	D	220	2	11	55	1.05	58	16	120	130	188	32	195
Seg#																	
95700	PD	Old St. Augustine	Williams to Louninia	EB	D	341	3	17	153	1.05	161	15	10	25	186	155	234
Seg#																	
95701		Old St. Augustine	Louninia to Williams	WB	D	341	3	17	26	1.05	27	5	13	18	45	296	317
Seg#																	
95750	PD	Old St. Augustine (Dirt)	Louninia to WW Kelley	EB	C	341	3	17	153	1.05	161	20	12	32	193	148	229
Seg#																	
95751		Old St. Augustine (Dirt)	WW Kelley to Louninia	WB	C	341	3	17	26	1.05	27	0	0	0	27	314	382
Seg#																	
95800	PD	Orchard Pond Road (Dirt)	Old Barnbridge to Meridian	EB	C	341	3	17	27	0.99	27	3	284	287	314	27	380
Seg#																	
95801		Orchard Pond Road (Dirt)	Meridian to Old Barnbridge	WB	C	341	3	17	22	1.05	23	2	14	16	39	302	384
Seg#																	
95850	PD	Old Bottom Road	Meridian to Evening Star	EB	D	720	7	36	88	0.99	87	0	109	109	196	524	777
Seg#																	
95851		Old Bottom Road	Evening Star to Meridian	WB	D	341	3	17	72	0.99	71	0	61	61	132	209	338
Seg#																	
95900		Old Bottom Road	Evening Star to Thomasville Rd	EB	D	455	5	23	119	0.99	118	6	59	65	183	272	422
Seg#																	
95901	PD	Old Bottom Road	Thomasville Rd to Evening Star	WB	D	840	8	42	250	0.99	248	8	82	90	337	503	753
Seg#																	
95950		Patrick Rd	Buck Lake to Mahan	NB	D	462	5	23	348	0.92	320	5	156	160	480	-15	24
Seg#																	
95951	PD	Patrick Rd	Mahan to Buck Lake	SB	D	373	4	446	0.92	447	5	60	60	407	-15	8	
Seg#																	
96000		Pensacola	Capital Circle to Nira	EB	D	858	9	43	511	1.10	562	13	275	288	850	6	43
Seg#																	

Attachment #

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A
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Maximum
Flow
(Capacity)
at Adopted
Dir.
S
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Segment
Road
Seg#
PD?

Highlighted segments are those segments that are identified as operating at or below the adopted LOS standards and colored yellow or red (bold) on the previous attachment.

Seg#	PD?	Road	Segment	Dir.	Dir.	1% of Capacity at Adopted LOS	5% of Capacity at Adopted LOS	Actual LOS	2004 Pm. Pk. Val.	Est. Pm. Pk. Shift Factor	Improve. At Hr. Dir. Vol.	Commit. Demand from Approved Concurrency Projects	Committed Demand from Exempt & Vested Projects	Total Committed Demand	Total Available Capacity	Demand Concurrency Cap	Max # of Trips Which Can Be Added & Meet Demand Cap	# of Trips to Reach Segment a Pk Dir One-Personer?
96651	PD	Shelfer Rd	Crossway to Capital Circle	NB	D	341	3	17	180	0.92	166	0	0	0	166	175	175	24
Seg#																		
96700	PD	Shelfer Rd	Crossway to Ross	NB	D	512	5	26	109	0.92	100	0	12	12	112	400	400	514
Seg#																		
96701	PD	Shelfer Rd	Ross to Crossway	NB	D	512	5	26	180	0.92	166	0	14	14	180	332	332	449
Seg#																		
96750	PD	Shelfer Rd	Ross to Crawfordville Hwy	NB	D	341	3	17	109	0.92	100	0	14	14	114	227	227	319
Seg#																		
96751	PD	Shelfer Rd	Crawfordville Hwy to Ross	NB	D	512	5	26	180	0.92	166	0	40	40	206	306	306	449
Seg#																		
96800	PD	Silver Lake Rd	South End to Blountstown Hwy	NB	C	341	3	17	29	1.10	32	0	0	0	32	309	309	317
Seg#																		
96801	PD	Silver Lake Rd	Blountstown Hwy to South End	NB	C	650	7	33	52	1.10	57	0	0	0	57	583	583	723
Seg#																		
96850	PD	Smith Creek Road	Wakulla County to SR 20	NB	C	341	3	17	30	1.10	33	0	0	0	33	308	308	316
Seg#																		
96851	PD	Smith Creek Road	SR 20 to Wakulla County	NB	C	670	7	34	58	1.10	64	1	0	1	65	605	605	739
Seg#																		
96900	PD	Springhill Road	Wakulla County to Tom Roberts	NB	C	240	2	12	127	1.10	140	0	0	0	140	100	100	148
Seg#																		
96901	PD	Springhill Road	Tom Roberts to Wakulla County	NB	C	910	9	46	481	1.10	529	1	6	7	536	374	374	562
Seg#																		
96950	PD	Springhill Road	Tom Roberts to Capital Circle	NB	E	678	7	34	158	1.10	174	3	8	11	185	453	453	637
Seg#																		
96951	PD	Springhill Road	Capital Circle to Tom Roberts	NB	C	910	9	46	634	1.10	637	7	50	57	754	156	156	388
Seg#																		
97000	PD	Springhill Road	Capital Circle to Springmax	NB	E	260	3	13	136	1.10	150	4	11	11	174	355	355	436
Seg#																		
97001	PD	Springhill Road	Springmax to Capital Circle	NB	E	176	7	10	175	1.10	180	4	14	14	192	322	322	411
Seg#																		
97050	PD	Sunflower County Line Rd	Wakulla Springs Rd to Egn Rd	NB	C	341	3	17	25	1.11	28	0	1	1	29	312	312	381
Seg#																		
97051	PD	Sunflower County Line Rd	Egn Rd to Wakulla Springs Rd	NB	C	341	3	17	49	1.11	54	0	2	2	56	285	285	355
Seg#																		
97100	PD	Talpeco Rd	Old Bainbridge to Monroe	NB	D	311	3	16	109	1.05	114	2	44	46	160	151	151	257
Seg#																		
97101	PD	Talpeco Rd	Monroe to Old Bainbridge	NB	D	311	3	16	176	1.05	185	3	44	47	232	79	79	185
Seg#																		
97150	PD	Talpeco Rd	Monroe to Dons	NB	D	820	8	41	61	1.05	64	0	0	0	64	756	756	920
Seg#																		
97151	PD	Talpeco Rd	Dons to Monroe	NB	D	340	3	17	33	1.05	35	0	0	0	35	305	305	373
Seg#																		
97175	PD	Taff Road	Natural Bridge to Oak Ridge Rd	NB	C	334	3	17	21	1.11	23	0	1	1	24	310	310	377
Seg#																		
97176	PD	Taff Road	Oak Ridge to Natural Bridge Road	NB	C	334	3	17	9	1.11	10	0	2	2	322	322	322	391
Seg#																		
97200	PD	Tokesta	Bannerman to Dearbake South	NB	D	322	3	16	445	1.06	472	7	744	751	1224	991	991	142
Seg#																		
97201	PD	Tokesta	Dearbake South to Bannerman	NB	D	544	5	27	246	1.06	201	1	132	133	394	150	150	334
Seg#																		
97250	PD	Tennessee Street East	Buck Lake to Edenfield	NB	D	910	9	10	1063	1.01	1076	72	105	107	1243	-333	9	-58
Seg#																		
97251	PD	Tennessee Street East	Edenfield to Buck Lake	NB	D	2323	23	116	476	1.01	481	5	346	348	828	1497	1497	2492
Seg#																		
97300	PD	Tennessee Street East	Edenfield to Pedrick	NB	D	916	9	1000	501	1.01	1010	54	27	95	1195	-189	9	-21

A	D	O	P	M	Maximum Service Flow	1% of Capacity at Adopted LOS	5% of Capacity at Adopted LOS	Actual Pm. Pk. at LOS	Est. Pm. Pk. Improve.	Hr. Dir. Shift Vol.	Total Hr. Dir. Vol.	Committed Demand from Approved with Concurrency Projects	Estimated Existing Pm. Pk. Hr. Dir. Vol.	Committed Demand from Approved with Concurrency Projects	Total Committed Demand	Available Capacity	Max # of Trips Which Can Be Added & Meet Demand Cap	# of Trips to Reach Segment a Pk Dir One-Demand Cap	Is Segment a Pk Dir One-Demand Cap?	
Seg#	PD? Road	Segment:	Dir	S	Dir	S	Dir	Dir	Dir	Dir	Dir	Dir	Dir	Dir	Dir	Dir	Dir	Dir	Dir	
97391	PD Tennessee Street East	Pedrick to Ederfield	WB	D	420	4	468	101	473	8	446	151	123	403	4	27	1	Y		
Seg#	Seg#	Tennessee Street East	Pedrick to Vineland	EB	D	938	10	1062	191	1067	78	134	273	149	342	10	52	1	Y	
97450	PD Tennessee Street East	Pedrick to Pedrick	WB	D	1202	12	60	993	101	609	46	321	335	344	254	253	319	1	Y	
Seg#	Seg#	Tennessee Street East	Vineland to Pedrick	EB	D	2820	26	131	953	101	963	83	166	1128	1492	1492	2099			
97400	PD Tennessee Street East	Vineyard to I-10	WB	D	1289	13	64	553	101	559	17	436	453	1012	277	277	971			
Seg#	Seg#	Tennessee Street East	I-10 to Vineland	EB	D	1350	14	68	873	101	882	51	184	236	1117	233	233	687		
97450	PD Tennessee Street East	I-10 to Chaires Crossroads	WB	D	1360	14	68	452	101	457	41	131	172	629	731	731	1134			
Seg#	Seg#	Tennessee Street East	Chaires Crossroads to I-10	WB	D	1360	14	68	452	101	457	41	131	172	629	731	731	1134		
97500	PD Tennessee Street East	Chairs Crossroad to Baum	EB	C	810	8	41	495	101	500	18	193	212	712	98	98	453			
Seg#	Seg#	Tennessee Street East	Baum to Chaires Crossroads	WB	C	900	9	45	236	101	238	3	0	3	241	659	659	839		
97550	PD Tennessee Street East	Baum to Magnolia Road	EB	C	650	7	33	240	101	242	10	144	154	396	254	254	528			
Seg#	Seg#	Tennessee Street East	Magnolia Road to Baum	WB	C	610	6	31	222	104	231	1	44	45	276	334	334	500		
97551	Tennessee Street East	Baum to Chaires Crossroads	WB	C	900	9	45	236	101	238	3	0	3	241	659	659	839			
Seg#	Seg#	Tennessee Street East	Magnolia Rd to Jefferson County	EB	C	770	8	39	230	104	239	9	53	62	301	469	469	676		
97600	PD Tennessee Street East	Jefferson County to Magnolia Rd	WB	C	450	5	23	132	104	137	0	18	18	155	285	285	403			
Seg#	Seg#	Tennessee Street East	Gadsden Co to Aenon Church	EB	D	1027	10	51	565	105	614	0	101	101	715	312	312	618		
97650	Tennessee Street West	Aenon Church to Gadsden	WB	D	3280	33	164	1203	105	1263	0	23	23	1286	1994	1994	2673			
Seg#	Seg#	Tennessee Street West	Aerion Church to Capital Circle	EB	D	1363	14	68	497	105	522	38	569	607	1129	234	234	1076		
97700	Tennessee Street West	Capital Circle to Aerion Church	WB	D	2132	21	107	1298	105	1363	30	308	338	1701	431	431	1165			
Seg#	Seg#	Tennessee Street West	Killeamay Way to Foxcroft	NB	C	3071	31	154	3005	0.92	2765	0	39	39	2804	267	267	921		
97750	PD Thomasville Road	Killeamay Way to Foxcroft	NB	C	2526	25	126	1638	0.92	1507	0	667	667	2174	352	352	1524			
Seg#	Seg#	Thomasville Road	Foxcroft to Killeamay Way	NB	C	2956	30	148	3005	0.92	2765	0	108	108	204	269	269	687		
97800	PD Thomasville Road	Foxcroft to Kerry Forest	NB	C	2391	24	120	1174	0.92	1080	108	484	572	1652	739	739	1681			
Seg#	Seg#	Thomasville Road	Kerry Forest to Foxcroft	NB	C	3189	32	160	1638	0.92	1507	49	662	711	2218	981	981	2283		
97850	PD Thomasville Road	Kerry Forest to Brad/Benn	NB	C	3190	32	160	2074	0.92	1908	180	557	737	2645	545	545	1740			
Seg#	Seg#	Thomasville Road	Brad/Benn to Kerry Forest	NB	C	2391	24	120	1174	0.92	1080	108	484	572	1652	739	739	1681		
97851	Thomasville Road	Bannerman to Kinhega	NB	C	2360	24	118	1245	0.92	1145	113	265	378	1524	836	836	1573			
Seg#	Seg#	Thomasville Road	Kinhega to Bannerman	NB	C	2010	20	101	852	0.92	784	131	497	628	1411	599	599	1498		
97950	PD Thomasville Road	Kinhega to Iamonia	NB	C	2850	29	143	529	0.92	487	29	43	72	558	2292	2292	2905			
Seg#	Seg#	Thomasville Road	Iamonia to Kinhega	NB	C	2460	25	123	456	0.92	420	134	60	134	613	1847	1847	2399		
98000	PD Thomasville Road	Iamonia to Georgia St Line	NB	C	2850	29	143	531	0.92	489	14	0	14	503	2347	2347	2917			

Highlighted segments are those segments that are identified as operating at or below the adopted LOS standards and colored yellow or red (bold) on the previous attachment.

Segment

Seg#

PD? Road

A	D	O	P	Maximum Service Flow	1% of Capacity at Adopted LOS	5% of Capacity at Adopted LOS	Actual LOS	Est. Pm. Pk. Improve. Factor	Hr. Dir. Shift Vol.	Total Committed Demand from Approved Projects	Committed Demand from Exempt & Vested Projects	Total Available Capacity	Demand Capacity	Concurrency Cap.	Max # of Trips Which Can Be Added & Meet One-Demand Cap.	# of Trips to Reach Segment a Pk Dir. 120% Demand Cap. Percent?			
Seg#	PD?	Road	Segment	Dir	S	C	Dir	S	C	Dir	S	Total	Committed Demand	Estimated Existing Pm. Pk Hr. Dir. Val.	Commitment	Committed Demand from Approved Projects			
98601	PD	Thomasville Road	Georgia St Line to Lamontia	NB	C	2400	24	120	447	0.92	411	0	0	411	1989	2469			
Seg#	PD	Timberlane Rd	Mahan to Moccasin	NB	D	341	3	17	65	0.98	64	6	45	45	199	232	346		
98650	PD	Thomton Road	Mahan to Moccasin	NB	D	341	3	17	72	0.99	71	6	248	248	319	22	338		
Seg#	PD	Thomton Road	Miccossinkee to Mahan	NB	D	341	3	17	72	0.99	71	6	248	248	319	22	338		
98100	PD	Timberlane Rd	W End to Meridian	EB	D	364	4	18	48	1.05	50	5	1	6	56	308	381		
Seg#	PD	Timberlane Rd	Meridian to W End	WB	D	682	7	34	53	1.05	56	6	1	1	57	625	763		
Seg#	PD	Timberlane Road	Merdian to Timberlane School Rd	EB	D	650	7	33	473	1.05	497	17	17	164	861	11	33	266	
Seg#	PD	Timberlane Road	Timberlane School Rd to Merdian	WB	D	712	7	36	499	1.05	524	11	11	156	157	691	21	38	
Seg#	PD	Tower Rd	Bombardil to Capital Circle	EB	D	341	3	17	166	1.10	183	6	0	0	0	163	158	227	
Seg#	PD	Tower Rd	Capital Circle to Bombardil	WB	D	830	8	42	246	1.10	271	6	0	0	0	271	559	725	
Seg#	PD	Tram Road	Capital Circle to St. Joe	EB	C	360	9	43	204	1.05	214	35	35	328	328	678	212	770	
Seg#	PD	Tram Road	St. Joe to Capital Circle	WB	D	188	2	9	73	1.05	77	67	24	91	167	21	21	82	
Seg#	PD	Tram Road	St. Joe to WVN Kelly	EB	C	550	10	48	160	1.05	168	6	315	323	491	459	459	964	
Seg#	PD	Tram Road	WVN Kelly to St. Joe	WB	C	170	2	9	29	1.05	30	2	11	11	13	43	127	127	172
Seg#	PD	Tram Road	WVN Kelley to Jefferson County	EB	C	890	9	45	86	1.05	90	2	0	2	92	798	798	976	
Seg#	PD	Tram Road	Jefferson County to WVN Kelley	WB	C	270	3	14	26	1.05	27	0	0	0	0	27	243	297	
Seg#	PD	T.S. Green Road	CR 59 to Jefferson County	EB	C	560	6	29	18	1.06	19	6	6	6	6	25	555	677	
Seg#	PD	T.S. Green Road	Jefferson County to CR 59	WB	C	341	3	17	14	1.08	15	6	3	3	18	323	323	394	
Seg#	PD	Velda Dairy	Kern Forest to Bradfordville	NB	D	341	3	17	200	0.92	184	10	68	78	262	79	79	216	
Seg#	PD	Velda Dairy	Bradfordville to Kerty Forest	SB	D	1243	12	62	158	0.92	145	18	29	318	463	780	1327		
Seg#	PD	Veterans Memorial	U.S. 90 to Rococo	NB	C	690	7	35	115	0.95	114	7	33	100	213	477	708		
Seg#	PD	Veterans Memorial	Rococo to Georgia	SB	C	341	3	17	48	0.99	48	3	28	31	79	262	262	359	
Seg#	PD	Veterans Memorial	Georgia to Moccasin Gap	NB	C	590	6	30	78	1.08	84	1	43	44	128	462	462	623	
Seg#	PD	Veterans Memorial	Moccasin Gap to Rococo	SB	C	450	5	23	59	1.08	64	0	10	10	74	376	376	476	
Seg#	PD	Veterans Memorial	Moccasin Gap to Georgia	NB	C	590	6	30	54	1.08	58	1	42	43	101	489	489	649	
Seg#	PD	Veterans Memorial	Georgia to Moccasin Gap	SB	C	450	5	23	42	1.08	45	0	26	26	71	379	379	495	
Seg#	PD	Village Way	Top Way to Capital Circle NW	EB	D	177	2	9	124	1.10	136	6	23	23	159	18	18	76	
Seg#	PD	Village Way	Capital Circle NW to Top Way	WB	D	810	8	41	226	1.10	249	6	240	240	489	321	321	723	
Seg#	PD	Wadesboro	Mahan to Baum Rd	EB	C	341	3	17	86	0.99	85	1	106	106	191	150	150	323	

Attachment # 1
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Highlighted segments are those segments that are identified as operating at or below the adopted LOS standards and colored yellow or red (**bold**) on the previous attachment.

Seg#	Wadesboro	Baum Rd to Mahan	WB	C	341	3	17	33	0.98	33	3	13	16	48	293	293	374	
Seg#	W.W. Kelley Road	Tram to US 27	NB	C	341	3	17	116	1.05	122	2	237	239	420	79	79	17	286
Seg#	W.W. Kelley Road	U.S. 27 to Tram	SB	C	341	3	17	124	1.05	141	2	54	58	197	144	144	266	
Seg#	Watkulla Springs Road	Watkulla County to Oak Ridge Rd	NB	C	260	3	13	85	1.11	94	0	0	0	94	166	166	218	
Seg#	Watkulla Springs Road	Oak Ridge Rd to Wakulla County	SB	C	700	7	35	233	1.11	259	8	3	11	270	430	430	573	
Seg#	Watkulla Springs Road	Oak Ridge Rd to US 319	NB	C	1362	14	69	163	1.10	179	1	46	47	226	1156	1156	1478	
Seg#	Watkulla Springs Road	US 319 to Oak Ridge Rd	SB	C	700	7	35	443	1.10	487	16	175	191	678	22	22	337	
Seg#	Whiteway Dr	Siteman Lake North to Pithlico	NE	D	625	6	31	322	0.92	296	0	421	421	717	92	92	91	454
Seg#	Whiteway Dr	Pithlico to Shannon Lake North	SW	D	341	3	17	135	0.92	125	8	82	82	207	134	134	284	
Seg#	Whiteway Dr	Pithlico to Forward Pass	EB	D	740	7	37	73	0.92	67	0	35	35	192	638	638	821	
Seg#	Whiteway Dr	Forward Pass to Pithlico	WB	D	625	6	31	44	0.92	40	0	68	68	108	517	517	710	
Seg#	Williams Road	St. Joe to WW Kelley	EB	C	318	3	16	64	1.05	67	2	44	46	113	205	205	313	
Seg#	Williams Road	WW Kelley to St. Joe	WB	C	490	5	25	39	1.05	41	1	34	35	76	414	414	546	
Seg#	Williams Road	St. Joe to Old St. Augustine	NB	C	280	3	14	41	1.05	43	5	24	29	72	208	208	288	
Seg#	Williams Road	Old St. Augustine to St. Joe	SB	C	700	7	35	104	1.05	109	7	45	52	162	538	538	723	
Seg#	Williams Road	Old St. Augustine to US 27	NB	C	338	3	17	87	1.05	91	19	126	145	237	101	101	295	
Seg#	Woodhill	Carnwath to Fred George	SW	D	341	3	17	59	1.05	62	0	0	0	62	279	279	347	
Seg#	Woodhill	Watkulla Co. to Natural Bridge Rd	NB	C	310	3	16	212	1.05	223	18	33	51	274	36	36	131	
Seg#	Woodhill	Natural Bridge Road to Wakulla Co.	SB	C	850	9	43	589	1.05	618	35	75	108	726	124	124	369	
Seg#	Woodville Highway	Natural Bridge Rd to Oak Ridge	NB	C	1252	13	65	352	1.05	370	35	33	83	453	839	839	1131	
Seg#	Woodville Highway	Oak Ridge to Natural Bridge Road	SB	C	840	8	45	357	1.05	363	38	111	111	186	116	116	398	
Seg#	Woodville Highway	Capital Circle to Capital Circle	NB	D	902	9	45	343	1.05	360	46	69	69	146	505	505	397	
Seg#	Woodville Highway	Capital Circle to Oak Ridge	SB	C	1192	13	65	352	1.05	370	35	33	112	258	158	346	12	
Seg#	Woodville Highway	Capital Circle to Galle Road	NB	D	1986	20	99	414	1.10	455	1	69	70	525	1461	1461	1927	
Seg#	Woodville Highway	Galle Road to Capital Circle	SB	D	1367	14	68	954	1.10	1049	9	171	180	1229	138	138	582	

Attachment #3
Leon County Solid Waste Analysis

LEON COUNTY SOLID WASTE ANALYSIS FOR CONCURRENCY - CLASS I LANDFILL	
EXISTING COUNTY POPULATION (2002)	263,896
ADOPTED '03 LOS FOR SOLID WASTE LBS./PERSON	6,85
VESTED/EXEMPT LOTS (COUNTY)	3,916
VESTED/EXEMPT POPULATION (COUNTY)	9,163
VESTED/EXEMPT LOTS (CITY)	871
VESTED/EXEMPT POPULATION (CITY)	2,038
TOTAL VESTED/EXEMPT POPULATION (COMBINED)	11,202
TOTAL VESTED/EXEMPT DEMAND (LBS.)	20,178,672
EXISTING LANDFILL DEMAND (LBS.)-(1)	475,385,685
2003 APPROVED RESIDENTIAL PROJECTS (CITY)	14,844
2003 APPROVED RESIDENTIAL PROJECTS POP.	34,735
2003 CITY RESIDENTIAL DEMAND	62,572,008
PROJECT DEMAND (LBS.)-(1)	6,634,171

Yearly Solid Waste Demand:

EXISTING POPULATION LANDFILL DEMAND (LBS.)	475,385,685
TOTAL VESTED/EXEMPT DEMAND (LBS.)--(2)	20,178,672
2003 APPROVED CITY DEMAND	62,572,008
PROJECT CONCURRENT DEMAND (LBS.)	6,634,171
TOTAL DEMAND (LBS.) Today	564,770,536

(1) Assumes 28% of total waste generated does not contribute to Class I landfill.

15% to the Class III landfill, while remaining 15% is recycled. Calculates demand for present year.

(2) Vested, exempt and concurrent projects are not actually contributing waste to the landfill at this time.

Therefore, adjustments to actual capacity and demand must be made.

Attachment #4
Leon County Boat Ramp Analysis

LEON COUNTY BOAT RAMP ANALYSIS FOR CONCURRENCY	
COUNTY BOAT RAMPS (ACRES)	70.00
EXISTING COUNTY POPULATION 2004	263,896
ADOPTED LOS FOR BOAT RAMPS (AC/1000 POP)	0.18
OBSERVED DEMAND (ACRES) 2004	47.50
TOTAL VESTED/EXEMPT LOTS (COUNTY)	3,916
TOTAL VESTED/EXEMPT POPULATION (COUNTY)	9,163
TOTAL VESTED/EXEMPT LOTS (CITY)	871
TOTAL VESTED/EXEMPT POPULATION (CITY)	2,038
VESTED PROJECT DEMAND (ACRES)	2.02
AVAILABLE CAPACITY (ACRES)	20.48
2004 APPROVED RESIDENTIAL DWELLING UNITS (CITY)	14844
2004 APPROVED RESIDENTIAL PROJECTS POP.	34735
2004 CITY RESIDENTIAL DEMAND	6.25
PROJECT DEMAND (ACRES)	1.29
CURRENT AVAILABLE CAPACITY (ACRES) AS OF TODAY	12.94

TOTAL BOAT RAMP DEMAND (Acres)

Existing Population Demand	47.50
Total Vested/Exempt Demand	2.02
Project Demand	1.29
2003 City Residential Demand	6.25
TOTAL DEMAND AS OF TODAY	57.06

REDUCTION IN BOAT RAMP CAPACITY (December 2004 - Today)

Capacity as of December 2004 (Acres)	70.00
Capacity as of Today (Acres)	12.94
PERCENTAGE REDUCTION	81.51%

Leon County Division of Parks Recreation

Parks Inventory

Attachment # 5 Recreational Facilities Maintained by Leon County Parks and Recreation													TOTAL ACREAGE			
PARK NAME	LITTLE League Field	Jr. Field	Mult-Purpose Field	Picnic Pavilion	Playground	Walking Trail	Concession	Restroom	Basketball	Tennis	Community Center	Campsites	Bath House	Dock	Fishing Pier	Boat Landing
Ben Stoutamine Landing Park 2552 Ben Stoutamine Road, Tallahassee FL 32310			1	1			Y						Y	Y	Y	5
Bilounts Landing													Y	Y	Y	1
Brent Drive Park																1
Bull Headley Landing																1
Canopy Oaks Community Park, 3250 Point View Drive, Tallahassee FL 32303	2	1			1	Y	Y			2						11
Cedar Hill Landing													Y	Y	Y	1
Charles-Capitolia Community Park																50
4768 Chaires Cross Road, Tallahassee FL 32317	2				1	Y	Y	2	4	1						
Coe's Landing Campground, 1208 Coe Landing Road, Tallahassee FL 32310					1		Y				20	Y	Y	Y	Y	4
Crowder Landing												Y	Y	Y	Y	2
Elk Horn Landing																1
Faulk Landing																1
Flagg Street Park																1
Fort Braden Community Park																1
Crowder Landing																15
Elk Horn Landing																1
Faulk Landing																1
Goose Creek Conservation Area												N/A	2	N/A		
Hall's Landing Campground																
J. Lee Vause Park 6024 Old Bainbridge Road, Tallahassee FL 32303																
J. Lewis Hall, Woodville Recreation Complex 7575 Old Woodville Highway, Tallahassee FL 32305	5	1	1	2			Y	Y								
J. R. Alford Greenway 2500 S. Pedrick Road, Tallahassee FL							6	4	1	Y						
Jackson View Park																
Kale Ireland Park 12271 Lamont Landing Road, Tallahassee FL 32312							1	1		Y						8
Lake Munson Preserve																
5800 Crawfordville Highway, Tallahassee FL 32305							2		1	Y						62
Lower Capital Cascades Greenway																36
New Cypress Landing																44
Meginnis Arm Landing																6
Micosukee Canopy Rd. Greenway 5600 Miccosukee Road, Tallahassee FL																1
Micosukee Community Park 15011 Cromartie Road, Tallahassee FL 32309	1	1	2	1	1	Y	Y	2								50
Miller Landing																
Okeeteekee Prairie																
Reeves Landing																
Rhoden Cove Landing																
Road to the Lake Landing																

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Parks Inventory

PARK NAME	Little League Field	Multi-Purpose Field	Picnic Pavilion	Playground	Walking Trail	Concession	Restroom	Basketball	Tennis	Community Center	Campsites	Bath House	Fishing Dock	Boat Pier	Boat Landing	TOTAL ACREAGE
St. Marks Headwaters																421
Stoneler Road Park	5225															
Stoneler Road, Tallahassee FL	1		1	1	1											6
Sunset Landing			1													2
Tower Landing (Ochlocknee Landing)																1
Tower Road Park, Tallahassee																
5971 Tower Road, Tallahassee, FL 32303			1	3	1											8
US 27 Landing																2
Van Brunt Landing																8
Vause Landing																1
Wainwright Landing																1
William's Landing Campground																
951 William's Landing Rd., Tallahassee FL 32310																
TOTALS	14	3	7	27	10						8	6	1	48		
																2228